Scheme for Financial Support to PPPs in Infrastructure on 30.7.2008. The Financial Bid was opened by Government of Andhra Pradesh and the lowest bidder offered payments during different stages of Concession Period and did not seek any Grant. There would be a negative grant on the project cost and the project is not entitled to the VGF support. Government of Andhra Pradesh awarded the project to lowest bidder'.

Pending new railway line projects in Karnataka

888. SHRI RAJEEV CHANDRASEKHAR: Will the Minister of RAILWAYS be pleased to state:

(a) the number of projects for new railway lines submitted by the Government of Karnataka to his Ministry still pending for consideration; and

(b) the present status of each project and by when each project is likely to be cleared?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Details of the new line projects proposed by the Government of Karnataka in the past and status thereon is as under :–

Sl.No.	Proposal	Status
1.	Extension of rail line from Talguppa to Honavar	Survey taken up
2.	Krishnaraja Nagar- Kushal Nagar new line	Survey taken up
3.	Shahabad-Bagalkot-Kudachi new line	On this alignment area, surveys for Shahabad-Bijapur and Bagalkot-Kudachi new lines already taken up. Survey for Bagalkot-Kudachi new line completed

There is no time-frame fixed for clearance of each proposal for which survey has been taken up.

Modernization of Khurda Road Station

889. SHRI B.J. PANDA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is proposed to modernize Khurda Road Station an important junction at Jatni on ECoR system;

(b) if so, the status of the project; and

(c) what is the time-frame within which all the rail works on this station would be completed to ease constraints of train operations?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) Yes, Sir. Government has identified Khurda Road station for modernization under various schemes. Details of works already completed and also those planned for completion during the years 2008 to 2010 are as under:

(1) **Details of works already completed** –

(i) Washable apron on platform nos. 1 and 3;

(ii) Improved flooring and modular stalls on platform nos. 1, 2 & 3; and

(iii) Extension of platform nos. 1, 2 & 3 for 24/26 coach trains.

(2) **Details of works planned for completion by June**, 2009 –

(i) Renovation of upper class waiting hall (Ladies & Gents), retiring room, VIP lounge;

(ii) Provision of multi-line train indication board and 5 single line train indication boards, Coach Guidance Board, Digital Master Slave Clock, Touch Screen system;

(iii) Improvement to lighting, fanning and signage facility including provision of purified cold drinking water system;

(iv) Provision of platform chairs and furniture for VIP rooms, waiting halls, retiring rooms and dormitories;

(v) Commissioning of Route Relay Interlocking including Yard Remodelling;

(vi) Extension of foot over bridge and platform shelter on platform nos. 6 & 7; and

(vii) Extension of platform nos. 4 & 5 for 24/26 coach trains.

(3) **Details of works planned for completion by April**, 2010 –

Construction of Third line between Barang and Khurda including Yard Remodelling at Khurda Road.

Development of Surat-Hazira rail line

890. SHRI KANJIBHAI PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) the details of the budgetary provision for the year 2008-09 for the development of Surat-Hazira railway line already under construction;

(b) the progress made so far by the Rail Vikas Nigam Ltd. (RVNL);

(c) the financial mode among different stakeholders/companies for the project; and

(d) by when the work is proposed to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Since the project has not yet been sanctioned by this Ministry, no budgetary provision was made for the year 2008-09 for the development of Surat-Hazira new line.

(b) In the last four years, RVNL has undertaken four alignment surveys for the Surat-Hazira new line on the request of Government of Gujarat. However, each alignment has had to be discarded as RVNL was told that either the proposed alignment was not feasible on account of non availability of the required land corridor or the environmental clearances not being available to construct the line.

(c) The financial mode among different stakeholders shall be decided only after the alignment has been frozen and the project cost firmed up.

(d) No target date can be given till the project is sanctioned.